

of the House, the following Members will be recognized for 5 minutes each.

#### AVIATION BILATERAL ACCOUNTABILITY ACT OF 1999

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise today to ask my colleagues to join me in introducing the Aviation Bilateral Accountability Act of 1999. This legislation will require congressional approval of all U.S. aviation bilateral agreements.

U.S. international aviation policy is determined by a series of bilateral aviation agreements. U.S. bilateral aviation agreements are executive agreements that are negotiated and signed by representatives from the Department of State and the Department of Transportation. Congress does not play any official role in the approval of these agreements.

On April 9, 1999, Secretary of State Madeleine Albright and Secretary of Transportation Rodney Slater joined representatives from the People's Republic of China's aviation committee and agreed to a bilateral agreement between the United States and China. The dual agreement will govern aviation policy between the U.S. and China for the next 3 years.

The new agreement allows for a doubling of scheduled flights between the two countries over the next 3 years. This increases the number of flights from 27 per week for each country's carriers to 54 per week in the year 2001. The new agreement also allows an additional carrier from each country to be designated to serve the U.S.-China market in the year 2001.

Northwest Airlines, United Airlines, and Federal Express are the current U.S. carriers designated to serve the Chinese market. American Airlines, Delta Airlines, United Parcel Service and Polar Air Cargo have all expressed strong interest in serving the U.S.-China market and will no doubt compete vigorously to win the one additional carrier designation in 2001. The new U.S.-China aviation agreement also expands both direct and co-share service to more cities in both nations.

The new aviation agreement was agreed to after 18 months of long negotiations between the United States and the Chinese civil aviation authorities. The agreement was signed at the same time that China's Prime Minister was visiting the United States.

Many in the airline industry have praised the new agreement for expanding opportunities in the U.S.-China market. However, other industry members feel that the United States settled for too little too quickly. For example, United Parcel Service closely followed the negotiations and was particularly disappointed in the outcome.

The large U.S.-China market could easily accommodate additional car-

riers. In fact, even today, roughly 60 percent of the cargo that is transported between the U.S. and China is carried on third-country carriers, such as Korean and Singapore carriers.

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At first, U.S. negotiators held firm to the position that at least two new additional U.S. carriers should be added to the U.S.-China market. However, unfortunately, the final agreement only allows for one additional carrier in the year 2001. Therefore, all U.S. carriers, both passenger and cargo, must compete for the single designation. United Parcel is not optimistic that it will win this designation because of the historical preference given to passenger carriers in such cases. Therefore, according to United Parcel Service, a new U.S. cargo carrier will not enter the U.S.-China market under the new agreement. This means that foreign cargo carriers will continue to benefit from the market at the expense of U.S. carriers and the U.S. economy.

I want to make it perfectly clear, however, I am not here today to criticize the new U.S.-China aviation agreement. Rather, I am here to point out that this agreement spells out how U.S. carriers will operate and compete in China for the next 3 years. China is the largest market in the world. It holds great trading potential for the United States. Yet the United States House of Representatives, the United States Senate did not play any official role in approving this agreement.

For this reason, I am once again introducing the Aviation Bilateral Accountability Act which will require congressional approval of all U.S. bilateral aviation agreements. Aviation agreements have tremendous long-term impacts on U.S. carriers, U.S. cities, U.S. consumers and the U.S. economy. In effect, these agreements are trade agreements that determine the amount of access the U.S. will have to particular foreign markets. Congress should not be excluded from agreements of such magnitude.

As Members of Congress, we represent those who will hopefully benefit from new aviation agreements—the businessman, the pleasure traveler, the consumer, and the flying public in general. Therefore, we should have the right to make sure that bilateral aviation agreements are negotiated to give U.S. consumers the most access to foreign markets, at the best price.

I once again urge my colleagues to join me in introducing the Aviation Bilateral Accountability Act.

The SPEAKER pro tempore (Mr. MILLER of Florida). Under a previous order of the House, the gentleman from California (Mr. OSE) is recognized for 5 minutes.

(Mr. OSE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gen-

tleman from American Samoa (Mr. FALEOMAVAEGA) is recognized for 5 minutes.

(Mr. FALEOMAVAEGA addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

#### CONGRATULATIONS TO RADIO STATION WGRE ON CELEBRATION OF 50 YEARS OF EXEMPLARY SERVICE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. PEASE) is recognized for 5 minutes.

Mr. PEASE. Mr. Speaker, though it was not my purpose to address the aviation issues, I wish to associate myself with the remarks made by the gentleman from Illinois (Mr. LIPINSKI), the distinguished ranking member of the Subcommittee on Aviation of the Committee on Transportation and Infrastructure, a leader in advocacy for American aviation, its safety and for American carriers.

Mr. Speaker, 50 years ago last Sunday, a vision of student-oriented mass media became a reality on the campus of DePauw University in Greencastle, Indiana. On April 25, 1949, WGRE Radio began broadcasting as the first FCC licensed 10-watt educational station in the Nation. DePauw Professors Harold Ross and Betty Turnell founded the station based on an image of the mass media being an invaluable teaching tool. This founding vision has been the hallmark of WGRE's 50 years in broadcasting.

WGRC has been able to provide this teaching tool for its students while always being a community-oriented station. Throughout the station's history, WGRE has provided west central Indiana with diverse programming, meeting the needs of its listening audience. It has always made an effort to bring the listening audience programming it can use to become more well-rounded citizens. For example, during the station's earlier years, a complete opera series was broadcast to western Indiana. And now alternative music is in vogue, so the station complements this entertainment with around-the-clock news and sports coverage along with public affairs broadcasting.

WGRC has always been a full service FM radio station. Whether it be the music that fits the times, DePauw's sports broadcasts or local election coverage, WGRE has always tried to emphasize its diversity and the diversity of its mission. It is this diverse usage of the mass media that has worked to train 50 years' worth of WGRE DePauw University alumni. WGRE is proud of its alums that have used WGRE as a springboard to productive mass media careers, but WGRE is equally proud of its graduates who used the station as a tool to broaden their education on the way to pursuing careers outside of mass media.

Now run by a student board of directors overseeing the largest DePauw

University extracurricular volunteer staff of over 200 students, WGRE hopes to continue to serve the Greencastle and west central Indiana communities. This community awareness continues to be manifested through the station's ongoing community outreach and fund-raising activities. In recent years, WGRE has raised thousands of dollars for many causes, including the humane society and the local homeless shelter. This work has led to this station being the only college radio station nominated for a national broadcaster's community service award.

Currently at 91.5 FM on the radio dial, WGRE looks to have another 50 years of quality broadcasting recognized for its diversity and community orientation. The trail-blazing vision of Professors Turnell and Ross has grown into a bountiful mass media entity and dedicated to teaching its participants while serving the community.

Congratulations to the people of WGRE on the celebration of its 50 years of exemplary service.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from the District of Columbia (Ms. NORTON) is recognized for 5 minutes.

(Ms. NORTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

#### CALL TO ACTION IN AFTERMATH OF LITTLETON TRAGEDY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Ms. JACKSON-LEE) is recognized for 5 minutes.

Ms. JACKSON-LEE of Texas. Mr. Speaker, I have on a ribbon of dark blue color to associate myself with the grief of America and the grief of those in Littleton, Colorado.

It would seem that over these last couple of days, so many of us have had the chance to express ourselves in words. There is a difficulty in that, for words can be soothing but, Mr. Speaker, they are not action, they do not stop the tragedy of what occurred, they are fleeting in their comfort, and they leave us looking for solutions.

Today, I was very pleased to join the President and First Lady and many members of the Cabinet and many Members of this House of Representatives and the United States Senate to once and for all put some action behind these words. First of all, we acknowledged that the people of Littleton, Colorado, were burying their dead children and with the pain that they experienced, we offered for them a moment of silence, hoping to connect in some way with the pain of bearing a teacher and students, children that were loved, children with futures, the pain that was experienced by that community, we hoped we could connect to it. But we also felt compelled, as I have done in the past couple of days, to do something more.

And so the remarks that were made today were very strong in action. They were also strong in passion. I hope that we were heard not only by the Members and those in the audience but really by America, because one of the most important things that was said by the gentlewoman from New York (Mrs. MCCARTHY), America must express its outrage by action and America should stand up along with those who care about the proliferation of guns and gun violence by children against another incident like this happening and more words being said.

The first, Mr. Speaker, was I asked last week that you convene those of us involved in children's advocacy groups, caucuses that are part of the House, so that we can talk to each other about what we can do for children. Last week I also amended the juvenile crime bill to be marked up in Judiciary to provide a provision that deals with mental health services. Two-thirds of America's children do not have mental health services. We do not have a way of intervening, of risk assessment, we do not have a way of prevention and treatment. We do not listen to our children. We lock them up but we do not get into their minds ahead of time to find out about the anger, the anguish and the pain.

But we must realize that guns kill, Mr. Speaker, as well. And today we took a stand to eliminate the evilness of what guns do with children. First of all, 250 million guns in America, almost one gun for every American. Today, the President unveiled a package to increase the age at which you could get a gun and to hold someone liable for selling a gun to someone under the age of 21; to also hold parents responsible for those children who get guns into their hands; to not allow gunrunning by limiting the gun purchases to one a month; to acknowledge the fact that yes, people kill but they use guns to kill.

And, therefore, Mr. Speaker, it is sad to note that the National Rifle Association was not standing with us. I am not against hunting, I am not against sports, using guns. I realize that we have freedom in this country, Mr. Speaker. But if we do not remove that culture of arguing the second amendment and that we need these guns for sports and we shoot ducks and other things and do not realize that we have got to get the assault weapons, we have got to get the proliferation of guns off the street, we have got to do something about guns in the hands of children. Now is the time. The moment is here, tragically.

I hope, Mr. Speaker, that we do not have to bury more children because we refuse to act. It is now time to ban guns from the hands of children, hold parents and adults responsible, move the age up to 21, stop buying guns and gunrunning, and ensuring, Mr. Speaker, that we do not have the bomb-making, if you will, recipes on the Internet, and that we do not allow our children to get guns in their hands.

Automobiles kill, yes, they do, Mr. Speaker, but most times it is classified as an accident. When guns are in the hands of individuals who are frustrated and angry and sad and in pain or just plain mean, they are intentionally used to kill people.

There is a time now, Mr. Speaker, to fight this gun siege and to end the tragic killings of our children. My sympathy to all of America. I ask that you stand up and be counted to make sure that we have a safer place for our children to live.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

#### ON KOSOVO

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. KASICH) is recognized for 5 minutes.

Mr. KASICH. Mr. Speaker, it seems clear that the crisis in Kosovo is nearing a decision point. It is obvious that last weekend's NATO summit in Washington was a watershed. Now the administration and other NATO governments are talking openly of at least planning for the introduction of ground troops to secure Kosovo, something that the administration had until then denied it was even planning. Officials are using euphemisms like "troops in a nonpermissive environment," but the meaning ought to be plain.

At the same time, however, there have been high-level meetings between U.S. and Russian officials about the substance of Russian Envoy Viktor Chernomyrdin's mission to Belgrade over the weekend. There are contradictory reports coming out of Belgrade and Moscow about exactly what constitutes a basis for negotiation. The Russians are saying that a UN-authorized force that included elements from NATO would be acceptable to Milosevic, but Milosevic later denied he had agreed to that. But yesterday the Yugoslavian Deputy Prime Minister insisted that such an international force was acceptable.

NATO governments have downplayed the significance of the Russian peace proposal. But before we consider the step of introducing ground forces into a conflict that I believe was unwise for America to have become militarily involved in to begin with, we ought to test such peace proposals before we think about military escalation. Likewise, the UN Secretary General, Kofi Annan, is scheduled to travel to Moscow on Thursday for discussions on Kosovo. Such visits should not be spurned or belittled if they are constructive steps, however halting and uncertain, on the path to peace.